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Division of Transit & Rail

2016 State Transit Town Hall



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INTRODUCTIONS



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Presenters

- Rob Andresen-Tenace
 - Grants Unit Manager
- David Averill
 - Planning & Infrastructure Unit Manager



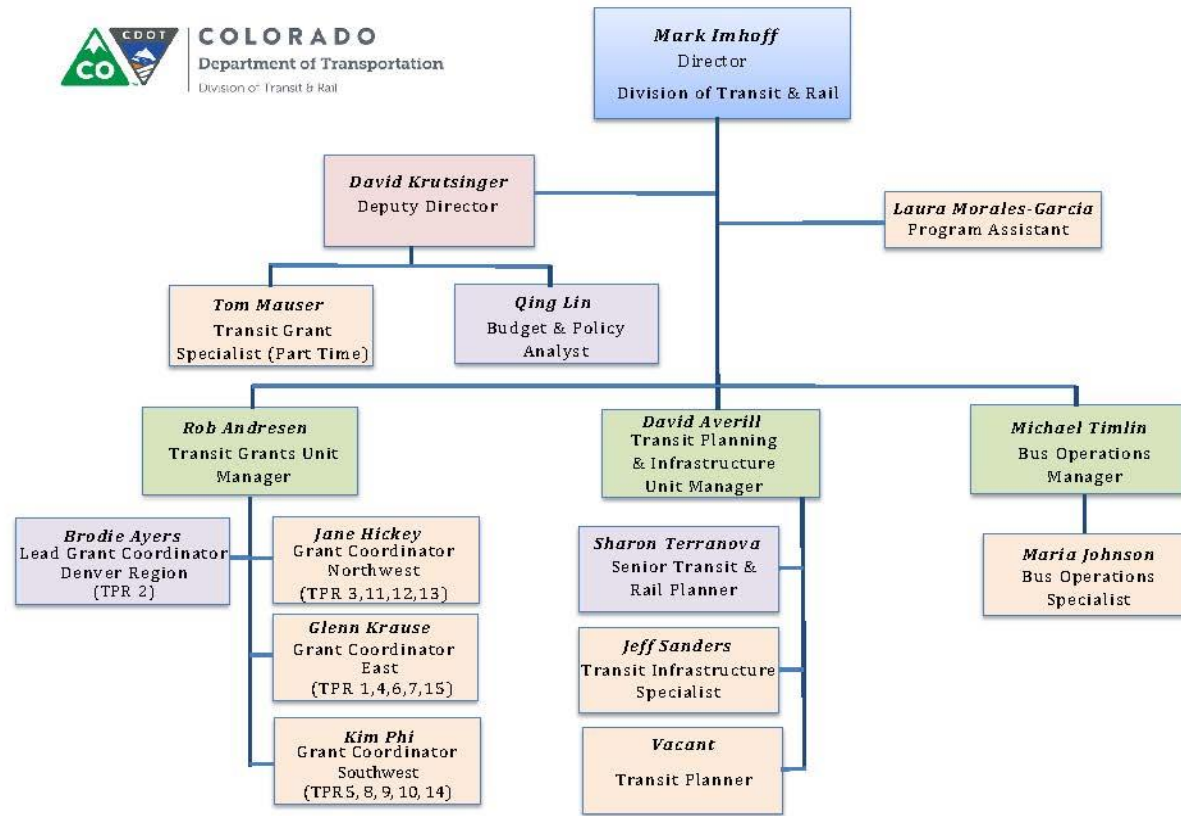
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Transit & Rail Division Update





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Transit & Rail Division Update

- Redistribution of duties
 - Planning & Infrastructure Unit now manages everything up to draft scope of work
 - Applications now managed by TP&I
 - Transit Grants Unit manages from Scope finalization through project closeout
 - Mirrors (almost) FTA region organization



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COTRAMS

- Reimbursements
 - Now live! All invoices must now come through COTRAMS
 - Exception for LCC and Consulting Contracts; invoice template under development
 - Balances are being updated; will be current by end of month
- Milestones
 - Must be updated before reimbursements can be requested – matches FTA requirements



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State Management Plan

- This is CDOT's guidance document for all FTA and FASTER funds
- Public comment period is closed (2/26/16)
- Being submitted officially to FTA
- Available electronically at:

<https://www.codot.gov/library/AnnualReports>



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Asset Management Update

July 2012: FTA requirement that all FTA grantees and their subrecipients develop transit asset management plans



September 2015: FTA publishes Transit Asset Management Proposed Rule



Fall 2016: FTA expected to publish final Transit Asset Management Rule



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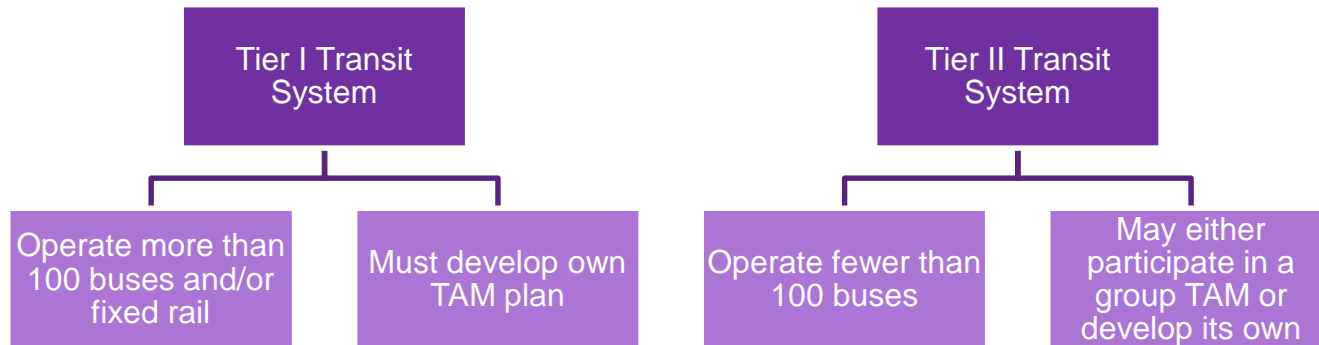
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What is Transit Asset Management?

Transit Asset Management (TAM) is a **business model** that uses the condition of assets to guide the **optimal prioritization of funding** at transit properties in order to keep our transit networks in a State of Good Repair.



Transit Asset Management Plan Requirements



- Your agency is not required to create its own TAM plan
- Group TAM plans must do the following:
 - Coordinate with an accountable executive from each participating agency
 - Each participant must provide all necessary information (inventory, condition assessments, investment priorities, etc)



Transit Asset Management Plan Requirements

Transit Asset Management plan must include:

- 1. Inventory**
- 2. Condition assessment**
- 3. List of analytical processes or decision-support tools**
- 4. A prioritized list of investments over a four-year period**
5. A transit asset management and SGR policy
6. A strategy for the implementation of the TAM plan
7. A description of annual key transit asset management activities spanning the time horizon of the TAM plan
8. A specification of the resources needed to develop and implement the TAM plan
9. An outline of how the TAM plan and related business practices will be monitored and updated



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Asset Management Performance Measures

- The group asset management plan sponsor (CDOT) must set performance targets annually for each asset class.
- CDOT will annually submit a consolidated report to the National Transit Database which reflects the performance measures.



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Implementing Asset Management

- Once the rule is finalized, CDOT will implement a group TAM plan
- CDOT has already developed many tools required for a group TAM plan
- CDOT will identify subrecipients that want to participate in its group TAM plan
- Your participation will include annual inventory updates, condition assessments, and participation in occasional meetings



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2016 FTA and 2017 FASTER Capital Awards

- Awards announced in February 2016
- CDOT awarded \$16.8 million in grants
 - Grant requests exceeded \$28.5 million
- No preliminary awards
- Capital facility “pipeline”
 - Major facilities require additional review time
 - Require an “Intention to Apply” notice 6 – 12 months in advance



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CDOT's Price Agreement for Cutaways and Paratransit Vehicles

- CDOT price agreements are available to all Colorado government and non-profit transit providers
- Price agreements offer:
 - A simplified way to purchase vehicles
 - Meets FTA and state procurement standards
 - Competitive price
- CDOT price agreements for:
 - 2 types of cutaways
 - ADA accessible minivan
 - MV-1
 - 3 sizes of full-size ADA vans



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The Candidate II



The Senator II





Braun Entervan



Mobility Ventures/MV-1





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Ford Transit 150 Mid-Top



Ford Transit 350 Mid-Top



Ford Transit 350 High Roof





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CDOT's Price Agreement for Cutaways and Paratransit Vehicles

- CDOT is encouraging you to order vehicles this spring
 - CDOT will provide vehicle information for your agency to review
 - Vendors are presenting at CASTA and will bring model vehicles
 - Vendors will be prepared to take orders



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BACKGROUND

- SB 09-094: Created Division of Transit and Rail (2009)
 - Authority to operate transit
- SB 09-108: Funding Advancement for Surface Transportation and Economic Recovery (FASTER)
 - \$10M/year for statewide transit
 - Authority to spend on transit operations
 - Funds flow through Highway Users Tax Fund (HUTF)
- Statewide Intercity & Regional Bus Network Plan & Colorado's first Statewide Transit Plan
 - 15 month effort/ completed in Spring 2014
 - Bustang development support



“The Mission of the Colorado Department of Transportation is to provide the best multi-modal transportation system for Colorado that most effectively and safely moves people, goods and information.”

- **January 16, 2014 the TC approved implementation.**
 - CDOT becomes a transit operator
 - Begins to fulfill CDOT’s multimodal mission
- **Bustang’s mission:**
 - Connect Colorado’s population/employment centers.
 - Interconnect with the State’s transit providers along the Front Range Urban Corridor and the I-70 Mountain Corridor.
 - Provide a viable alternative to the private automobile.
- **Peak period commute & “essential service” express**
 - Fast/minimal travel time
 - Limited stops/significant headways
 - ✓ Utilize park-and –rides for broad local access
- **Maximize fare box recovery ratio**
 - Expect minimum 40%
 - By Policy Directive – 20% within two years



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ROUTES

Map of Routes

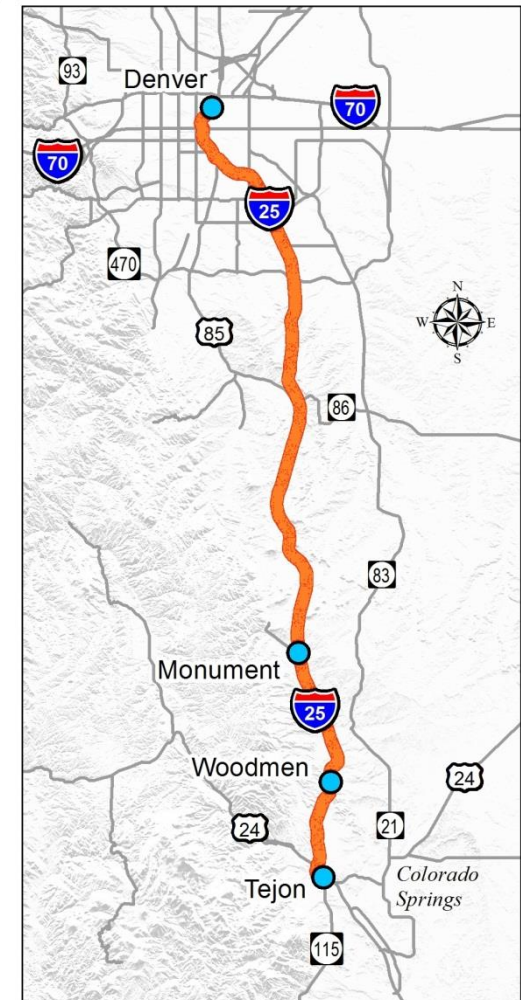
- Green Line - North Route
- Blue Line - West Route
- Orange Line - South Route





SOUTH ROUTE Denver – Colorado Springs

- 7 round trips/weekday
 - 5 peak commute times
 - 2 off-peak
- Park-and Rides/Stations
 - Downtown MMT Terminal
 - ✓ Off-peak only
 - I-25/Tejon Rd. PnR – Colo Springs
 - I-25/Woodmen Rd. PnR – Colo Springs
 - ✓ Park-and-Ride access improvements required
 - Monument PnR
 - RTD Colorado Station - I-25/ Colorado Blvd.
 - Denver Union Station
 - Denver Bus Center
- Growing handling 100/day at launch to 170/day today





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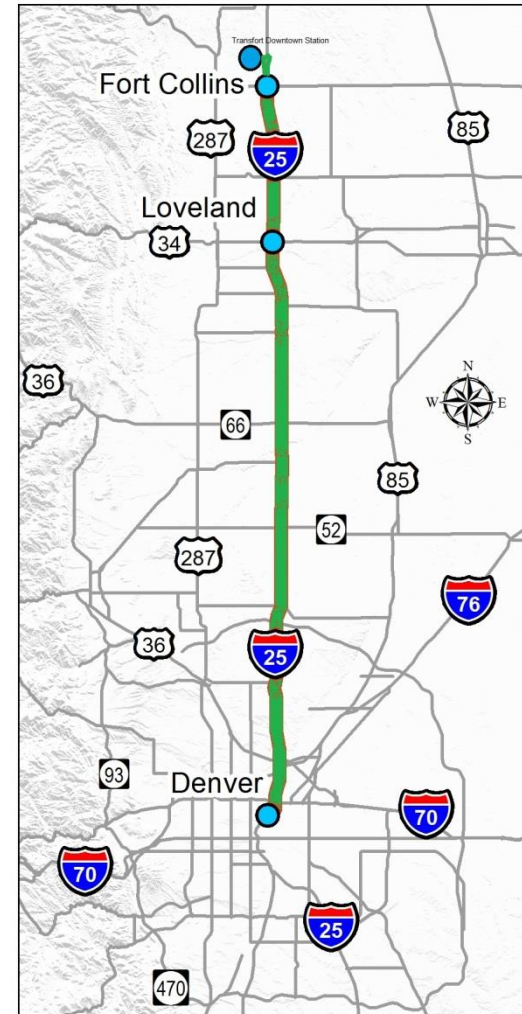
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NORTH ROUTE Denver – Fort Collins

- 6 round trips/weekday
 - 4 peak commute times
 - 2 off-peak
- Park and Rides/Stations
 - Downtown Fort Collins Transit Center
 - ✓ Off-peak only
 - I-25/Harmony Rd. PnR – Ft. Collins
 - I-25/US 34 PnR - Loveland
 - Denver Union Station
 - Denver Bus Center
- Ridership estimate
 - 113 day at launch to 185 passengers/day today





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WEST ROUTE Denver – Glenwood Springs

- 1 round trip/Weekday
 - 7:05 AM depart GWS South BRT Station
 - 5:40 PM depart DUS
- Ridership Estimate
 - Plan 18 – 36 Passengers/day
 - Actual 48/day at launch to 77/day today.
- Stations/Park & Rides
 - West Glenwood PnR
 - Eagle Chambers PnR
 - Vail Transportation Center
 - Frisco Transfer Center
 - RTD Denver Federal Center Station
 - Denver Union Station
 - Denver Union Station





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Rams Route

- Partnership with CSU Parking & Transportation Services
- Friday Night -> Campus to Denver Union Station
- Sunday Night Return
- \$19 Round Trip
- One way tickets Available



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FARE COLLECTION

- Fare Collection Simple
 - Online – Web or mobile app
 - Cash in Farebox





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FARE STRUCTURE

- Based on \$0.17/mile – Consistent with industry/peer evaluation.
- Single ticket-one way
 - Fort Collins – Denver \$10/trip
 - Colorado Springs – Denver \$12/trip
 - Glenwood Springs – Denver \$28/trip
 - Vail – Denver \$17/trip
 - Senior (65+) and disabled 25% discount
- Multiple trip discounts
 - 10% - 10 ride ticket
 - 20% - 20 ride ticket
 - 25% - 40 ride ticket





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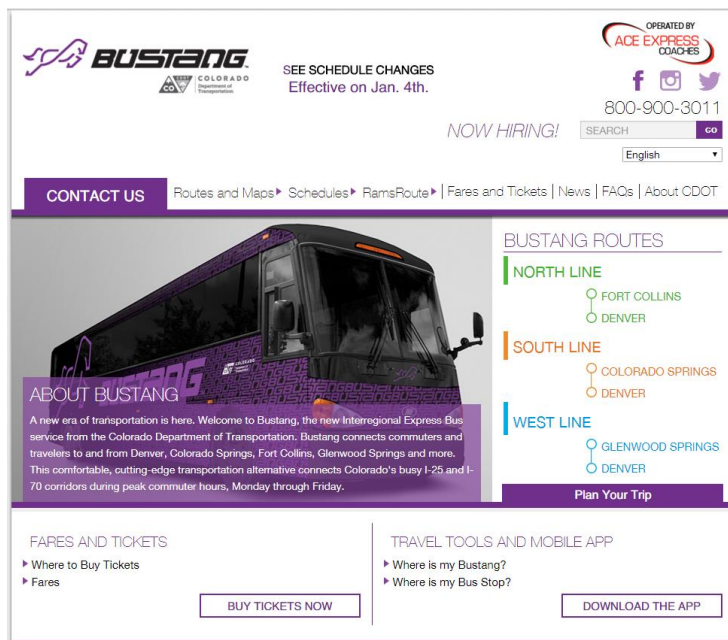
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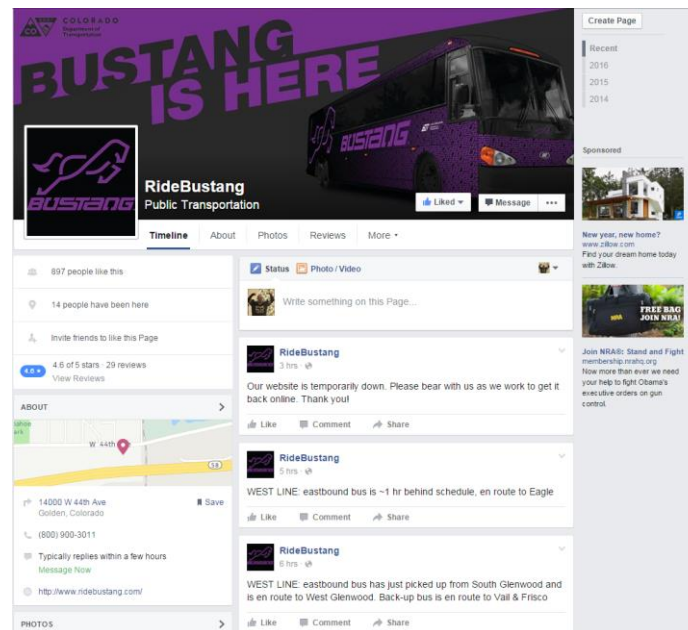


SOCIAL MEDIA



Web Site

- December 1,028 hits/day
- 70% of views were new users and stayed 3:50 minutes in site.



Facebook

- Nearly 950 likes
- 285 people reached with each post
- Reviews – 4.6 out of 5 Stars – 29 reviewers

Twitter – Nearly 350 followers



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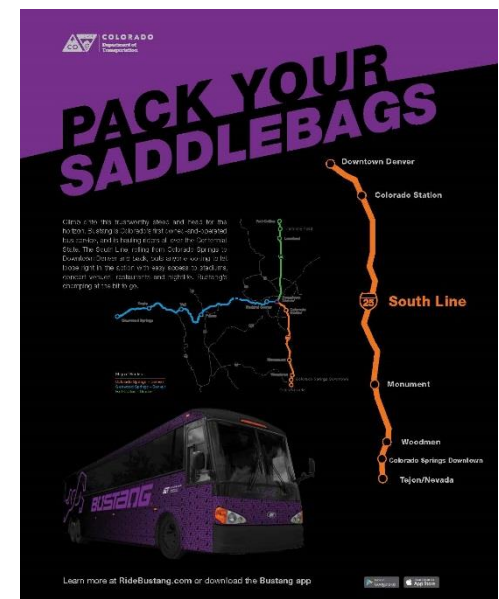
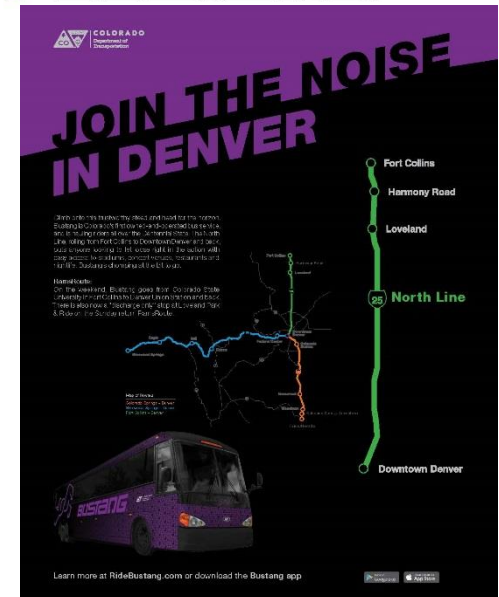
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2016 Marketing Events

- Employee/Public Outreach – Contests
- Intranet
- “Wild” Postings – Coffee Shops – Deli’s, Colleges
- TMA Outreach
 - 36 Commuting Solutions
 - Smart Commute North Metro
 - Denver South TMA
 - CSU – RamsRoute
- Local Events –
 - St Paddy’s Day Parade – Fort Collins
 - Territory Days or Pikes Peak or Bust Rodeo - COS
 - Colorado Springs Skv Sox 2016 Sponsorship





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QUESTIONS?

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Statewide Transit Plan

- Adopted in March 2015
 - Establishes framework for creating an integrated statewide transit system
 - Meets mobility needs
 - Minimizes duplication of services
 - Leverages limited funds
 - Includes recommendations from completed plans & studies



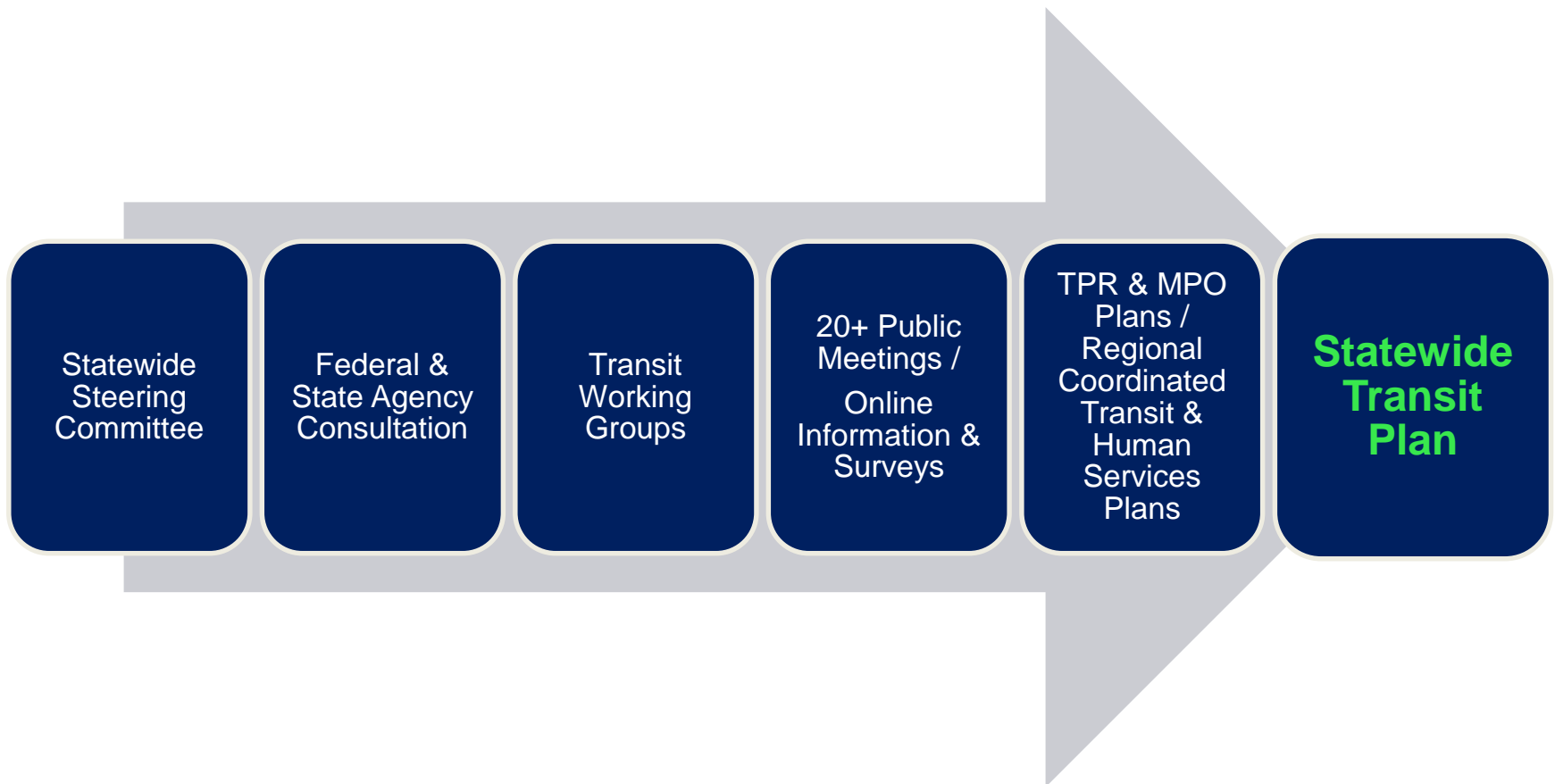
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Plan Development Process





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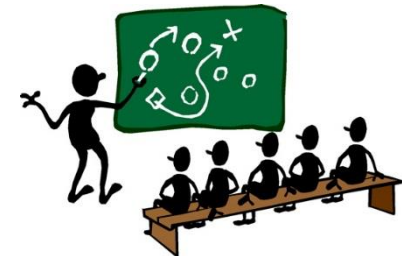
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DTR's "Playbook"

- Guides CDOT's transit investments
 - Federal & State Grant Administration
 - Grant applications must be consistent and compatible with the Statewide Transit Plan's vision, goals and strategies
 - Projects must achieve Statewide Transit Plan's performance objectives





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Guiding Principles



System Preservation and Expansion

Mobility and Accessibility

Transit System and Partnership Development

Environmental Stewardship

Economic Vitality

Safety and Security



The Planning Process

Guiding Principles

- Form the basis for the Statewide Transit Plan
- Establishes direction based on values
- Meant to govern action

Goals

- The purpose of the effort
- Addresses Guiding Principles

Objectives

- Support attainment of the Goals
- Must be measureable and tangible
- More specific than Goals

Implementation Actions

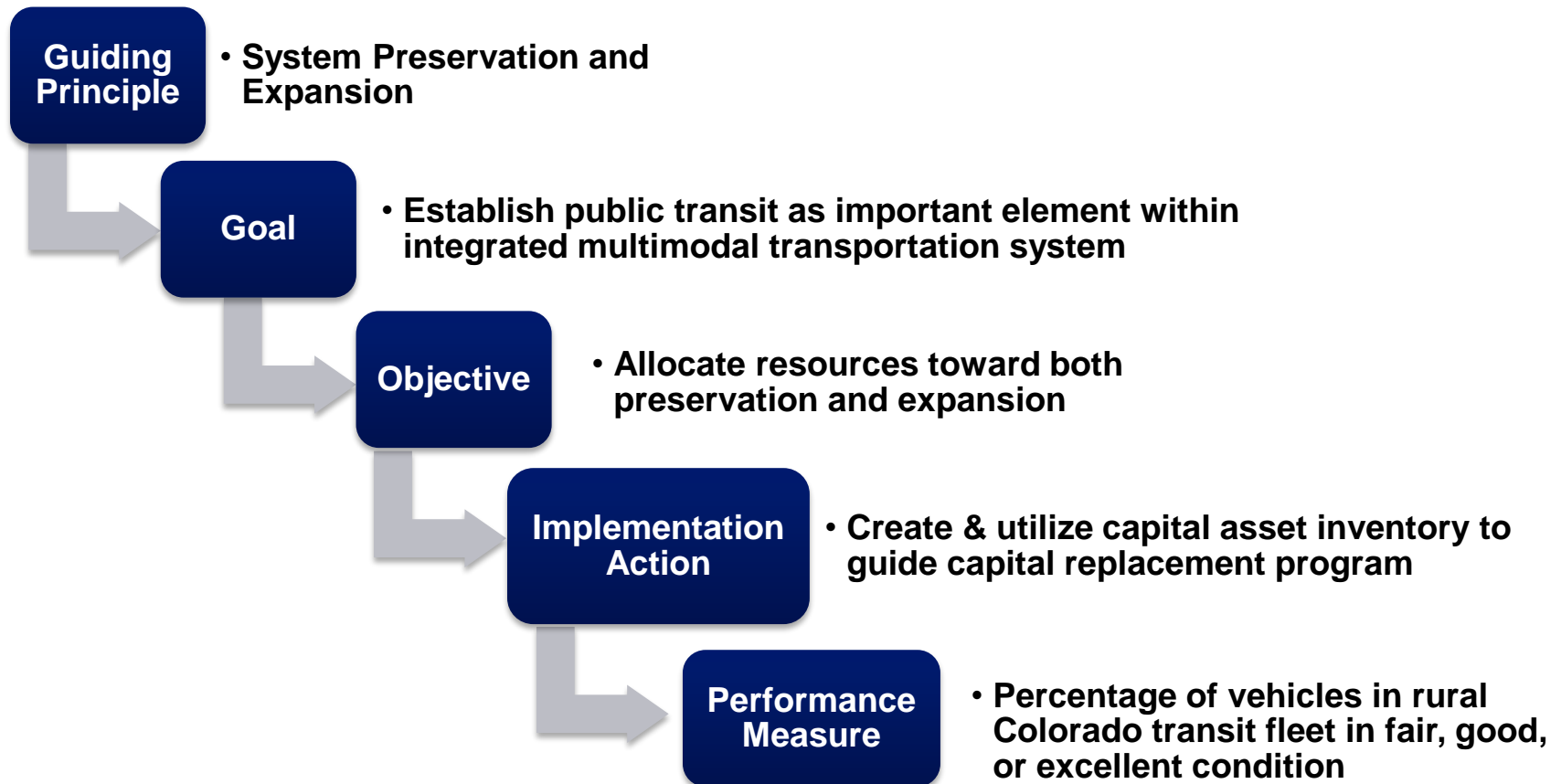
- Provide consistent, transparent guide to CDOT's transit priorities & investments
- Aligned with goals and objectives & have specific timeframes

Performance Measures

- Established through plan development
- Used to measure progress & track changes
- Projects are evaluated based on how well they perform



Example – Capital Asset Inventory





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10 Minute Break





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STATEWIDE RURAL REGIONAL BUS NETWORK

Implementing the Colorado Intercity and Regional Bus Network Plan



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RURAL REGIONAL STATEWIDE BUS NETWORK MISSION

- Develop a statewide network of private and public services that addresses both regional & intercity trip needs by combining private unsubsidized market-based services with subsidized services.
- Using existing and new services
- Offering convenient regional mobility between urban and rural areas, and with connections to the national and international locations.



BACKGROUND

- In 2004 the intercity bus companies like Greyhound began shedding over 2,500 rural stops affecting 8.4 million rural residents in an effort to cut losses; states west of the Mississippi River were affected the most.
- To ease the impact under SAFETEA-LU, FTA implemented a pilot program that allowed ICB Companies (Greyhound) to provide unsubsidized capital or operating miles as “in-kind” match toward the local match to entice operators to reinstate the lost rural service.
 - Now codified in FAST ACT
- FAST Act requires 15% of FTA 5311 program dollars go to support intercity bus services for rural areas
 - 2016 - \$1.65M is available for Colorado.
- Colorado’s year to year 5311 apportionment is not growing but expenses of the 5311(f) providers are, challenging states to explore for new solutions.



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A BETTER SOLUTION

- **In 2007 WSDOT launched a distinctive solution branded *Travel Washington***
 - Identified and prioritized the routes with Statewide RTPPO & MPO assistance.
 - Purchased the fleet
 - Awarded the 5311(f) funds to itself and put the identified routes out for competitive bid.
 - Meets all conditions of meaningful ICB connections and has broad FTA support

The 2014 Statewide Intercity & Regional Bus Network Plan provides the guidance of Colorado's transition to a model based on *Travel Washington*

- This Spring collaborate with TPR's and MPO's to finalize the routes
 - Purchase the fleet of OTR small coaches with old SB-1 & new SB-228 funds
 - Add \$500K of unspent FASTER operating to 5311(f) operating funds.
 - Seek Transportation Commission approval - August 2016
 - Calendar 2018 -implement the Rural Regional Statewide Network
- **The Rural Regional Bus Network will enhance the existing network**
 - Provide a more robust policy foundation to get the best performance out of limited dollars
 - Addresses multiple markets and needs that aren't met today
 - ✓ Enhanced connectivity to the intercity bus network
 - ✓ Addresses regional travel needs for day trips to regional centers



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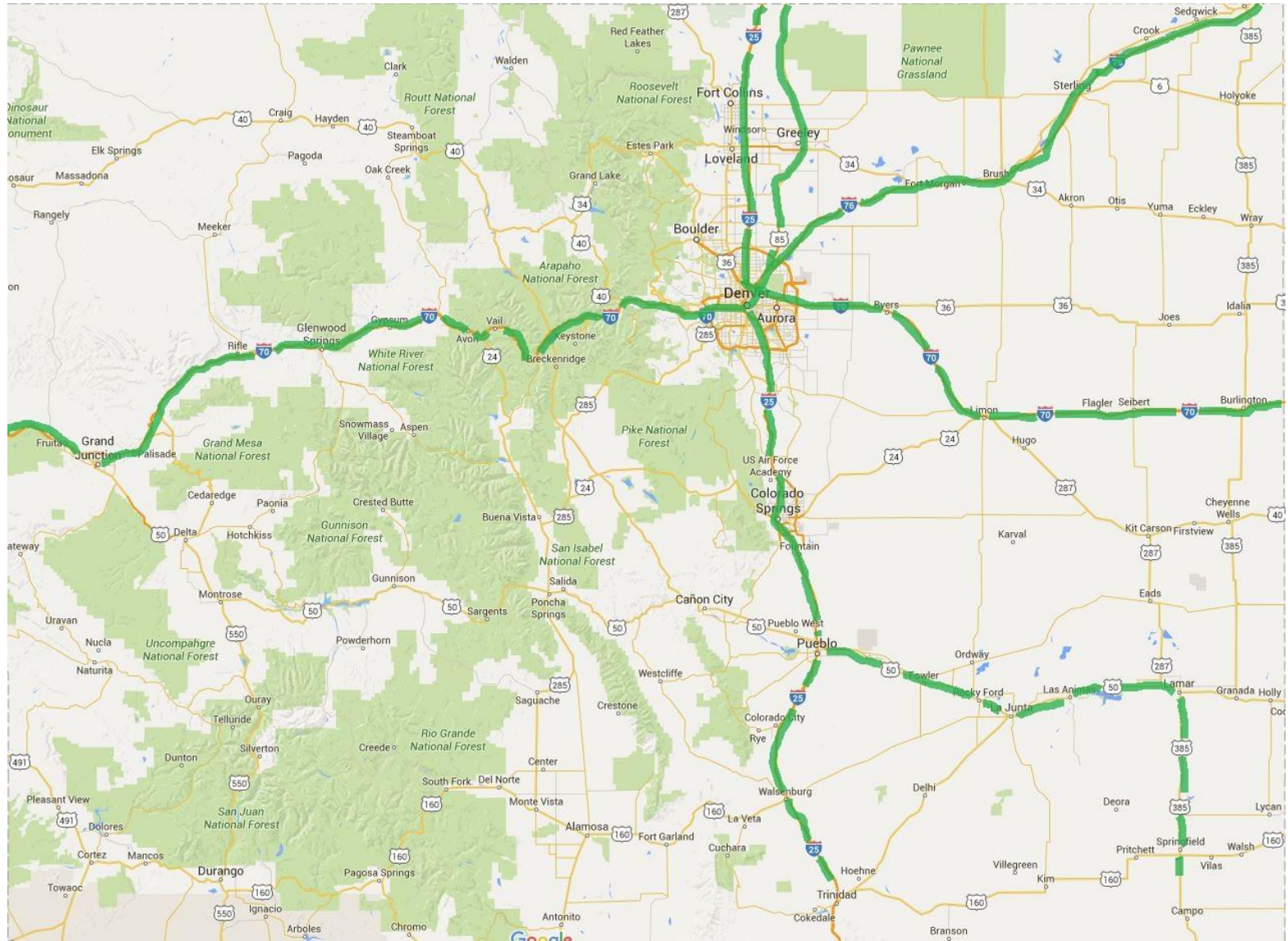
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CREATING THE MOST EFFECTIVE NETWORK

- **Considerations of both markets: Intercity Bus & regional services**
- **Understanding scheduling & operating constraints**
 - Greyhound
 - Bustang
 - Proposed CO Rural Regional statewide services
 - Locally operated regional services
- **Maximize local funding and Greyhound “in-kind” match**
- **Other means of supporting multiple markets - subsidized and profitable routes**
 - Fares & Ticketing
 - Customer information
- **Routes must be prioritized due to funding constraints**





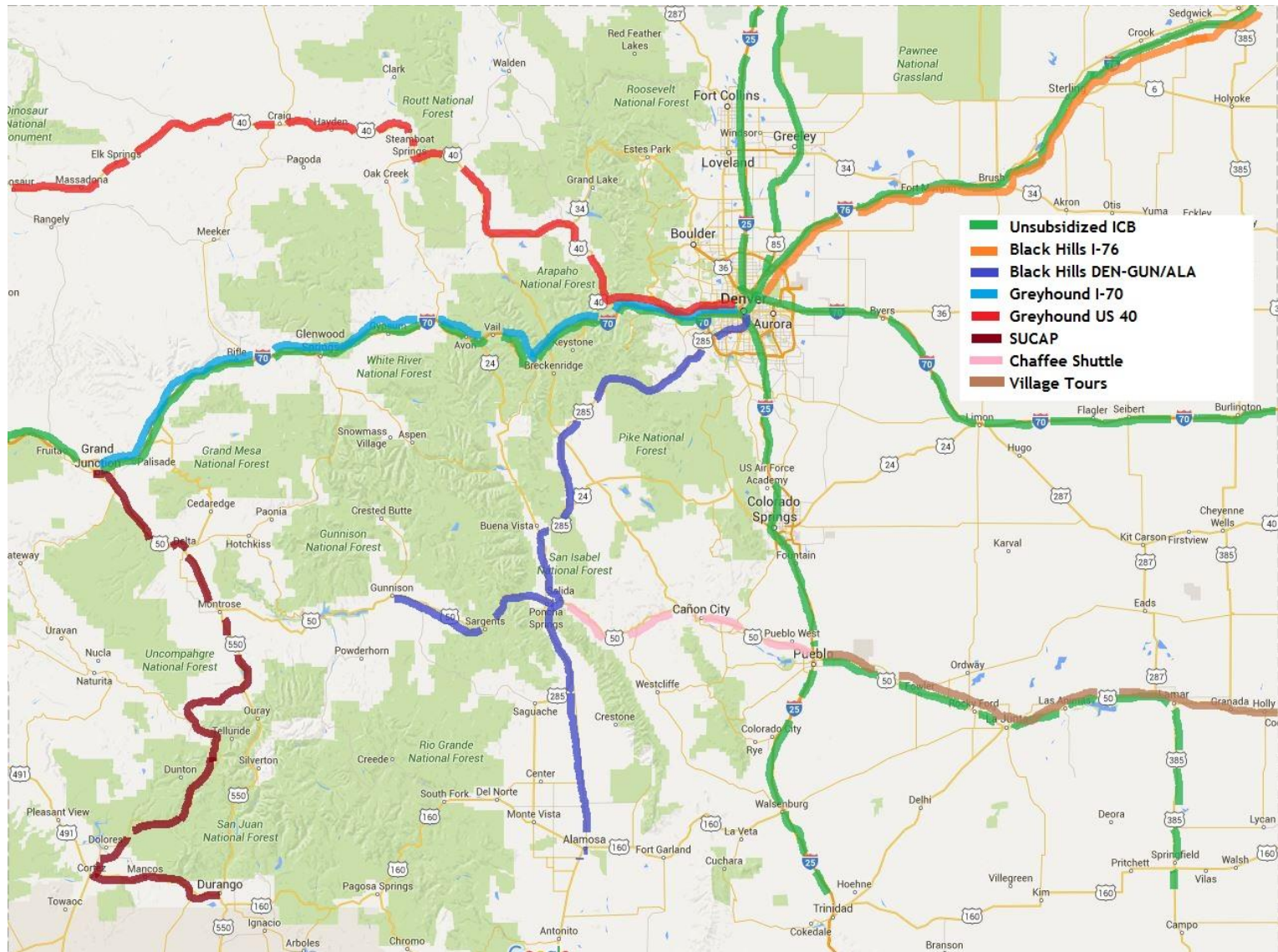
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Current 5311(f) Network





Northeast Colorado

Northeast

Existing Services

- Greyhound, Black Hills Stage Lines (additional North to South service also operated on I-25)
*Greyhound service on I-70 east is not shown
As no stops are made in the rural area.
- Via service 1 day/week from Byers, Strasburg, Deer Trail to Denver

Proposed Services

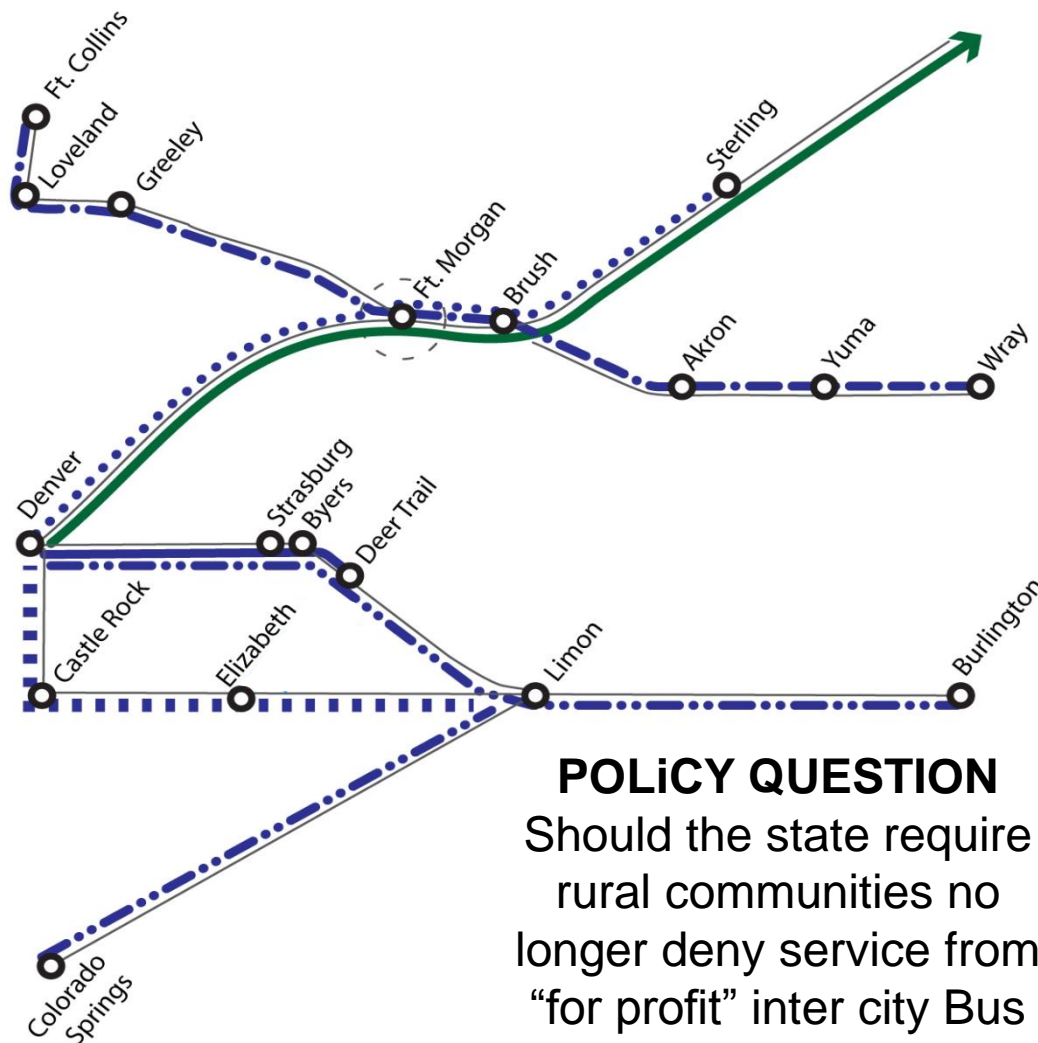
- Highway 34: Wray, Loveland and Fort Collins
- I-76: Sterling – Denver
- I-70 East: Burlington – Denver
- US-24: Limon – Colorado Springs
- Highway 86: Limon – Castle Rock – Denver

Pueblo

- Routes meet at 10 AM (NB) and transfer passengers. One bus (now Chaffee Shuttle) does pick up and drop off.
- Routes meet at 3:00 PM (SB) to transfer passengers.

Colorado Springs

- Routes meet to transfer passengers to Bustang (minor schedule adjustments are needed).
- One bus (from Trinidad) does pick up and drop off.



POLICY QUESTION

Should the state require rural communities no longer deny service from “for profit” inter city Bus carriers?



Southeast Colorado

Southeast

Existing Services

- Greyhound, Village Tours
- Bustang
- Chaffee Shuttle/BHS and SSCOG (Trinidad – Pueblo)

Proposed Services

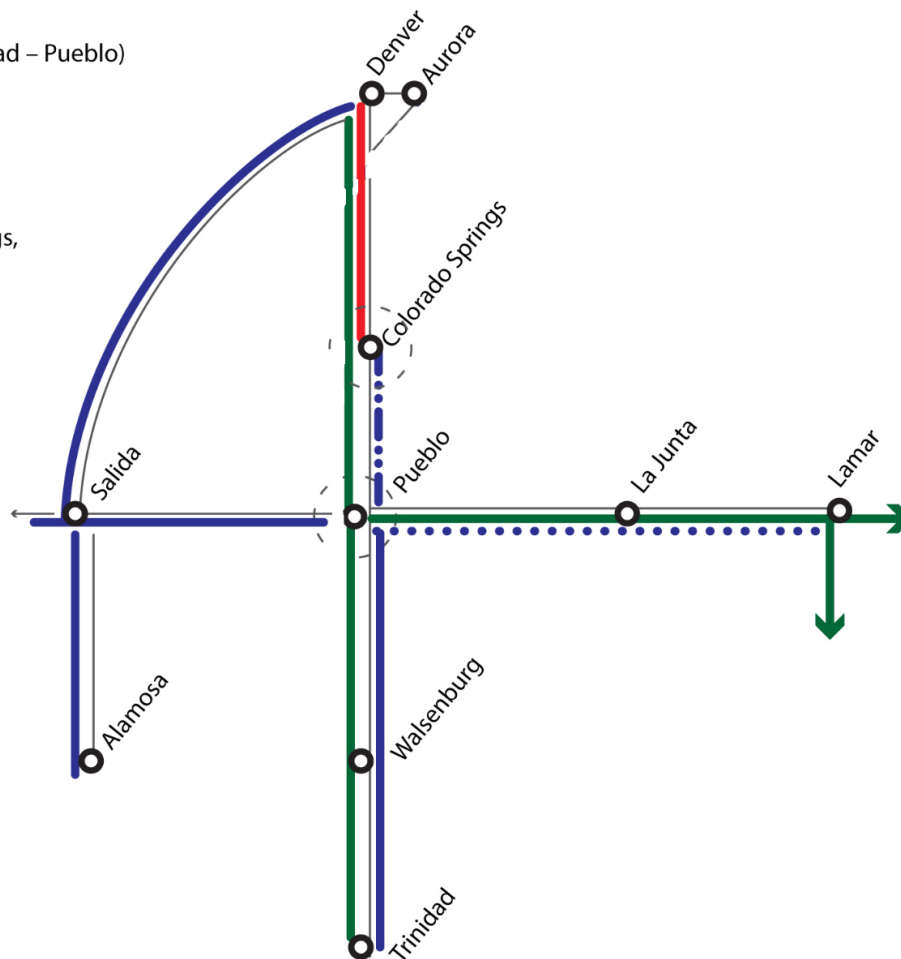
- Trinidad – Colorado Springs
(extend from Pueblo to Colorado Springs,
increase to 5 days/week)
- Lamar – Pueblo

Pueblo

- Routes meet at 10 AM (NB) and transfer passengers. One bus (now Chaffee Shuttle) does pick up and drop off.
- Routes meet at 3:00 PM (SB) to transfer passengers.

Colorado Springs

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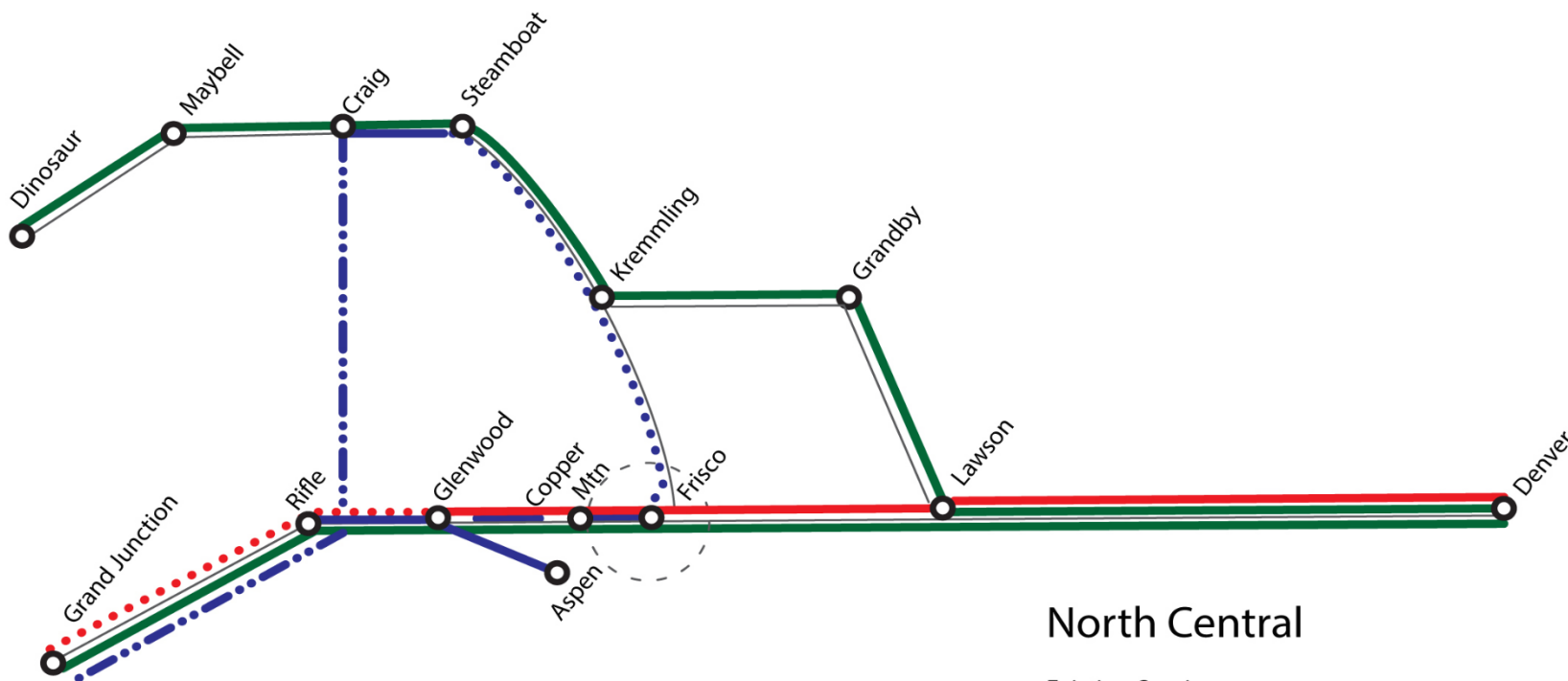
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Northwest/North Central Colorado

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Silverthorne-Frisco

Service options include

- Extension/addition to Bustang schedule to cover current mid-day Grand Junction to Denver Greyhound service
- Vouchers for service from Steamboat-Frisco, with connections to Craig

North Central

Existing Services

— Greyhound

— Bustang

— Craig – Steamboat

Roaring Fork Transit Authority:

Aspen-Glenwood – Rifle

Eco Transit: Gypsum – Vail

Summit Stages: Frisco – Copper Mountain

Proposed Services

••• Bustang extension

••• Vouchers: Steamboat – Frisco

••• Craig – Rifle – Grand Junction



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Southwest Colorado

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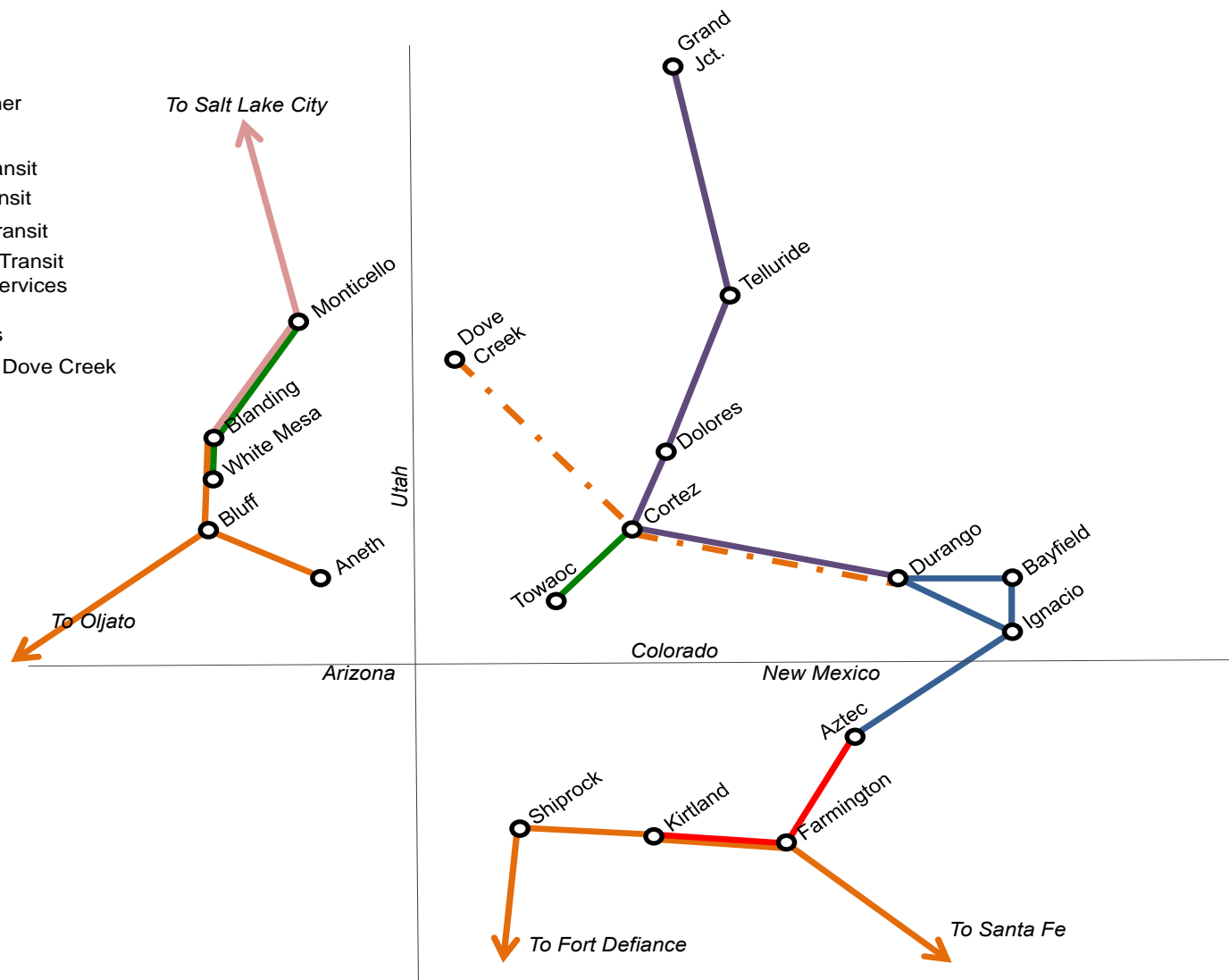
Southwest

Existing Services

- Road Runner
- SUCAP
- Towaoc Transit
- Navajo Transit
- Elevated Transit
- Red Apple Transit
- Regional Services

Proposed Services

- Durango – Dove Creek





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SCHEDULING ISSUES FOR NEW SERVICES

- **To meet needs of rural towns**
 - Can a round trip be made in one day? Some areas are 5-6 hours out of regional centers.
 - Can a trip provide adequate time at regional centers - five hours? Four hours?
 - Given first two points, are resulting schedules convenient to the public?
- **To connect and support existing intercity services**
 - Can the service provide ICB connections at Greyhound connecting points within the desired/required window?
 - On common routes, can schedules be designed to complement existing intercity schedules, not compete?

Denver

Grand Junction
Durango/Cortez

Colorado Springs
Other?

Pueblo



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Other Issues for Rural Communities

- **Transportation Security**
 - Rural communities requesting unsubsidized ICB service in rural communities.
 - Can TSA Grants for Rural Communities assist in re-establishment of communities supporting transit options?
 - Is it appropriate for local law enforcement to dictate community transportation policy.
 - State's policy on rural communities refusing for-profit transportation entities but requesting subsidized State/Federal transportation.



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OPERATING CONSTRAINTS QUESTIONS

- **Identifying hubs and connection times**
 - How to feed the ICB network?
 - FTA requires a meaningful connection to the national ICB system.
 - Do the meaningful connections make sense for private carriers to offer their in-kind match?
 - What flexibility does each service have?
- **Service to rural communities**
 - Are there any circumstances in which Greyhound would rather avoid serving small towns and let them be served by new local services?
 - In what situations?
- **What is the difference in schedule times that will allow additional service to serve new riders but avoid diverting existing ridership?**
 - Steamboat/Frisco/Denver example



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FARES

- **Different markets and different types of services operate at different rates; Can Rural Regional use “Side Subsidies” to even fare structure?**
 - Intercity bus
 - Airport/resort shuttles
 - Casino transportation
 - Human service providers
 - Regional/commuter carriers
- **Establishing a fare structure for Rural Regional routes**
 - Maximize fare box recovery?
 - Maximize ridership through low fare box recovery?
- **Fare payment/collection systems and role of agents.**



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Questions?

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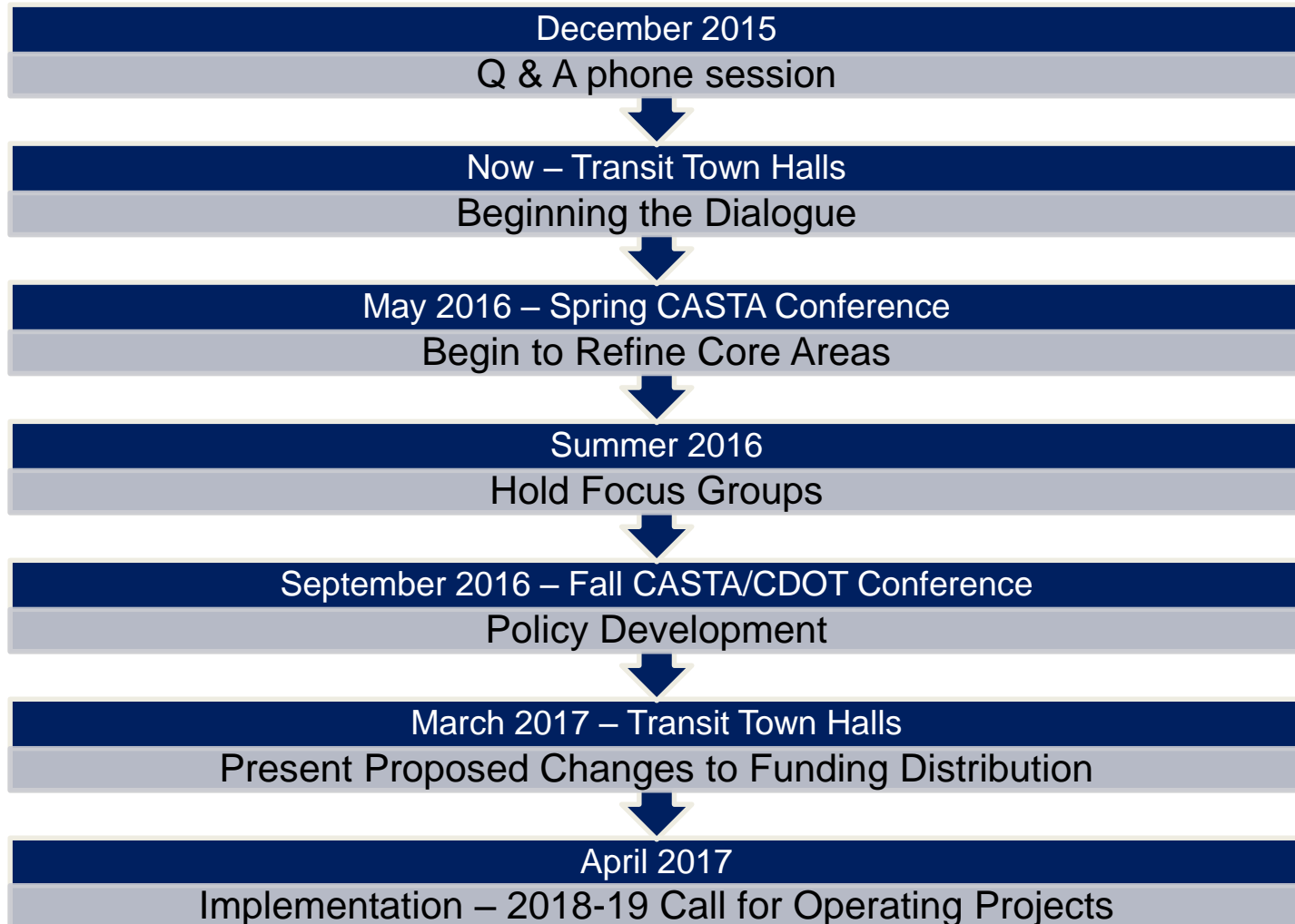


FTA Funding Redistribution

- DTR has only made minor tweaks to distribution of federal funding in last few years
- Significant growth in demand for funding combined with reduction in total FTA funding (merger of 5316/17 with 5310/11)
- FTA State Management Review identified issues and concern
- Time for a new look at the process

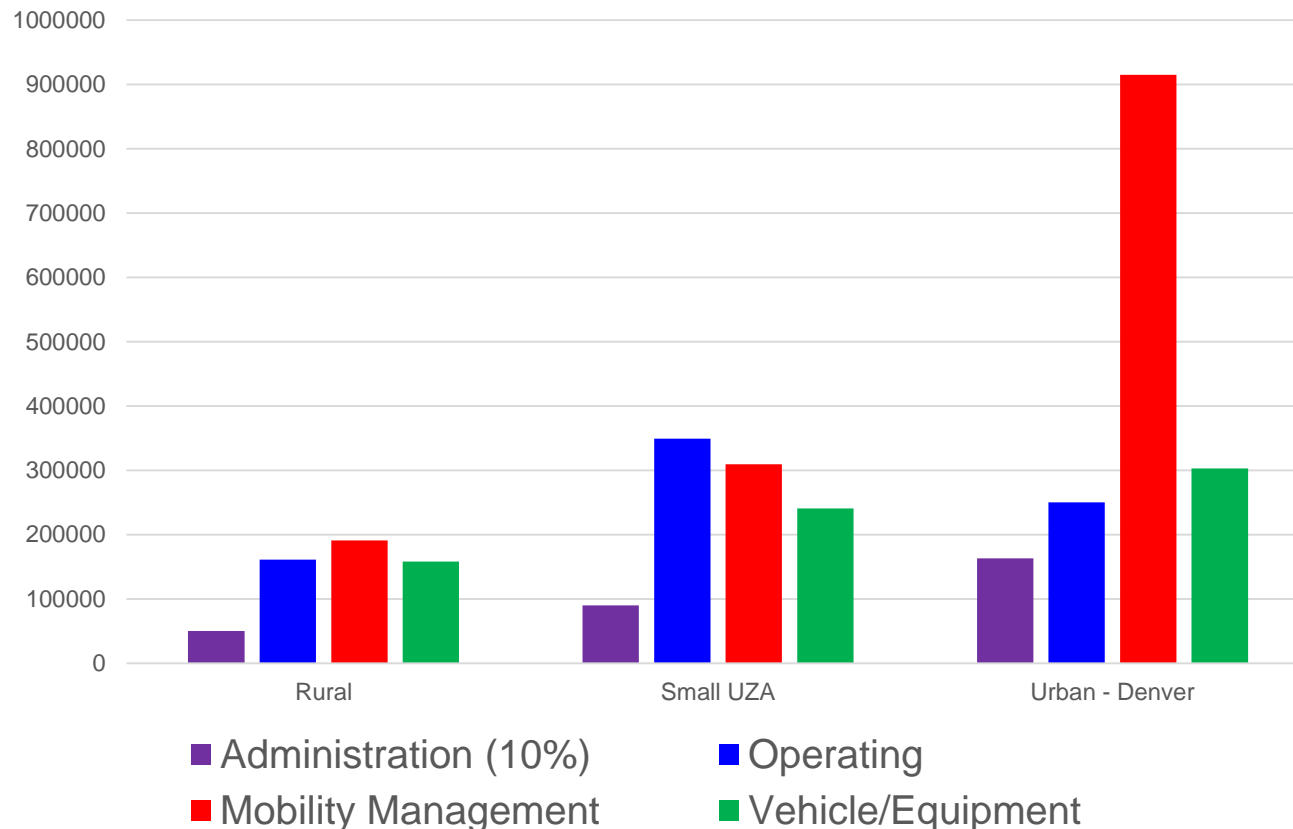


Process Timeline





5310 Funding Results (FY2016)





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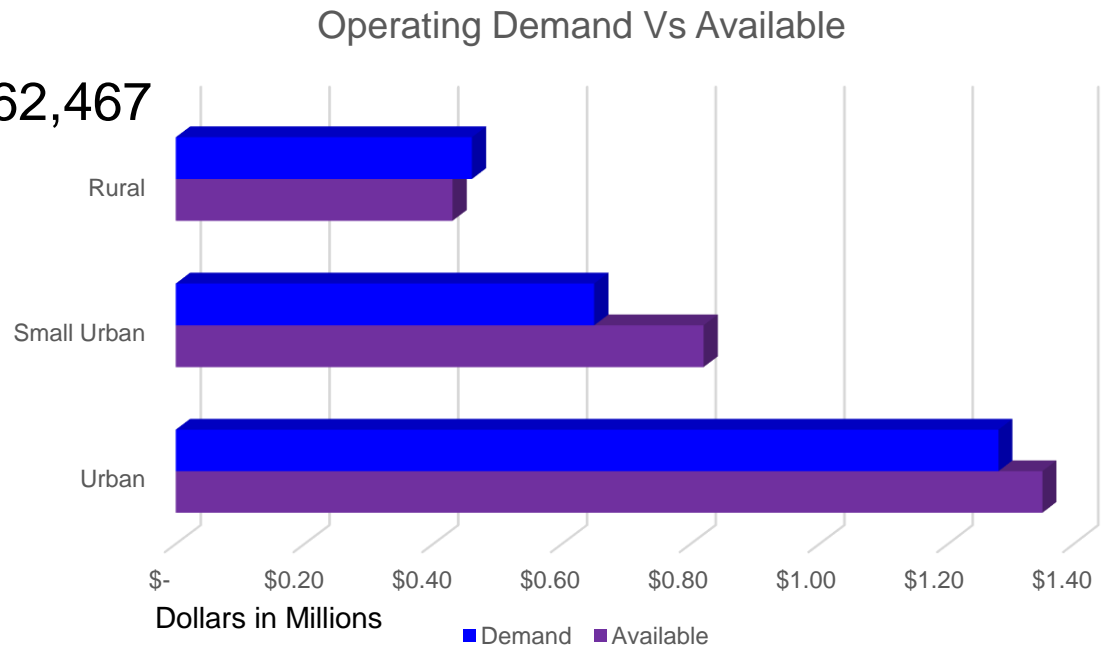
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FTA 5310

- 2016 after Operating (define – everything but vehicles and equipment)
- Available for Vehicles & Equipment:
 - Rural: **-\$35,236**
 - Small Urban: \$162,467
 - Urban: \$66,517





FTA 5310

- Current process
 - Allocation is determined by historical funding levels, budget is set
 - State Admin (10%) is used to administer the program
 - Allocation by group: Rural 20%, Small Urban 30%, Urban 50%
 - Up to 45% can be used for regular operating (50:50)
 - includes old 5316/17 projects (Not mandated)
 - Any unused funds are added to minimum 55% funding for capital
 - Capital operating (MM, TT, Brokerage, Contracts)
 - Remaining funds available for vehicles/equipment



FTA 5310

- Actual results:

	Available	Awarded	Remaining	Unfunded
Rural	\$430,930	\$351,812	\$79,118	\$348,205
Small Urban	\$816,856	\$658,825	\$158,031	\$0
Urban	\$1,351,444	\$1,165,000	\$186,444	\$119,927
Total	\$2,599,230	\$2,175,637	\$423,593	\$468,132

- Remaining is funds available for vehicle & equipment
- Unfunded includes projects not funded and difference for projects funded but at lower level.



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FTA 5310

- Concerns:
 - Current process does not guarantee availability for vehicle or equipment funding
 - No true prioritization of projects – based on requests not the regional plan
 - Projects awarded in previous years and maintained not necessarily tied to regional/state transit plans
 - Demand exceeds available funds



Question:

- How should CDOT distribute its 5310 funding?
 - Should we continue to fund 5310 operating?
 - Should we set aside funding to guarantee funding for vehicles and equipment?
 - Should we limit the amount of operating/capital operating (opposite of vehicle set-aside)?



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FTA 5311

- Current process
 - \$1,000,000 set aside for vehicle & equipment
 - 15% set aside for 5311(f) (Obligated by program)
 - Remainder available for admin/operating
 - Roughly 14.5% Admin, 85.5% Operating
 - Admin matched 80:20, operating is 50:50
 - Funds not spent on 5311(f) and A&O added to vehicle & equipment capital pot



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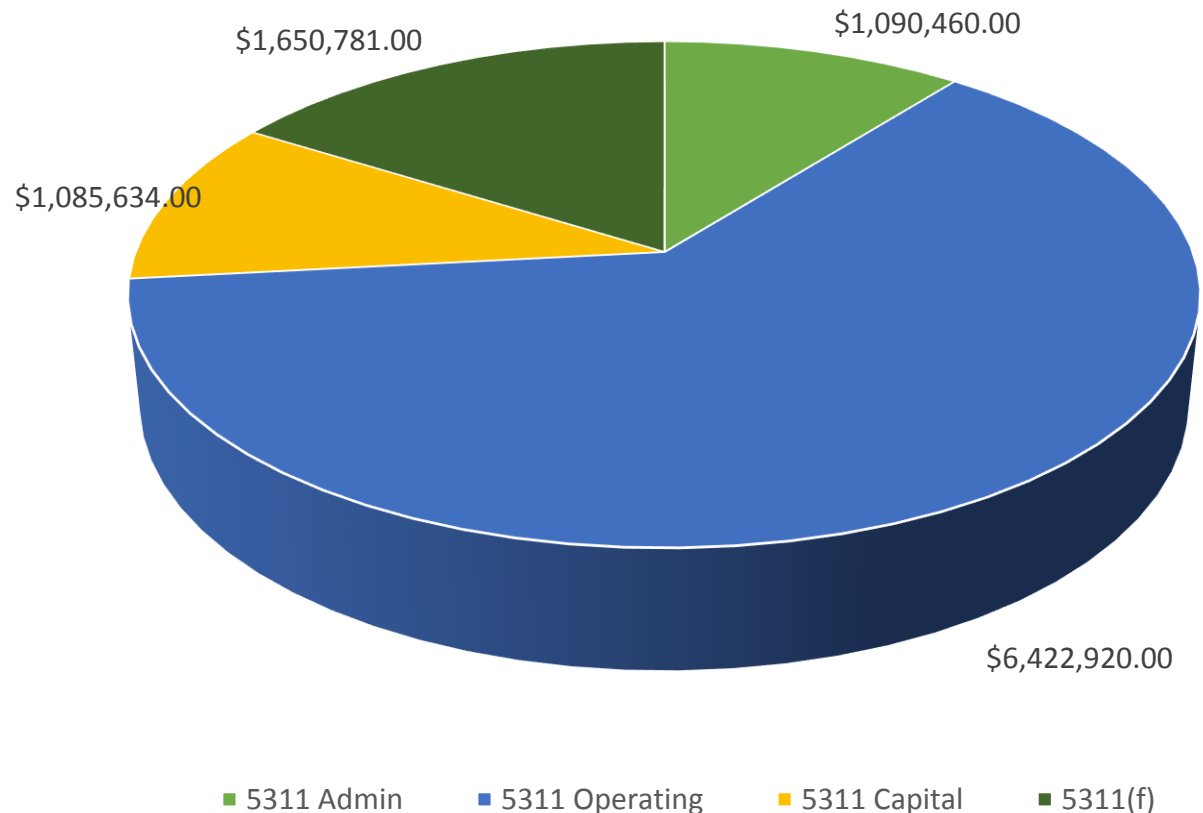
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FTA 5311

- 5311(f) maxed out
- Only \$85,634 transitioned to capital from operating due to withdrawn project
- Unfunded projects (full projects not awarded) total \$292,052
- Total unfunded (Includes expansions flat-funded) \$2,571,322
- Amounts based on historical trends





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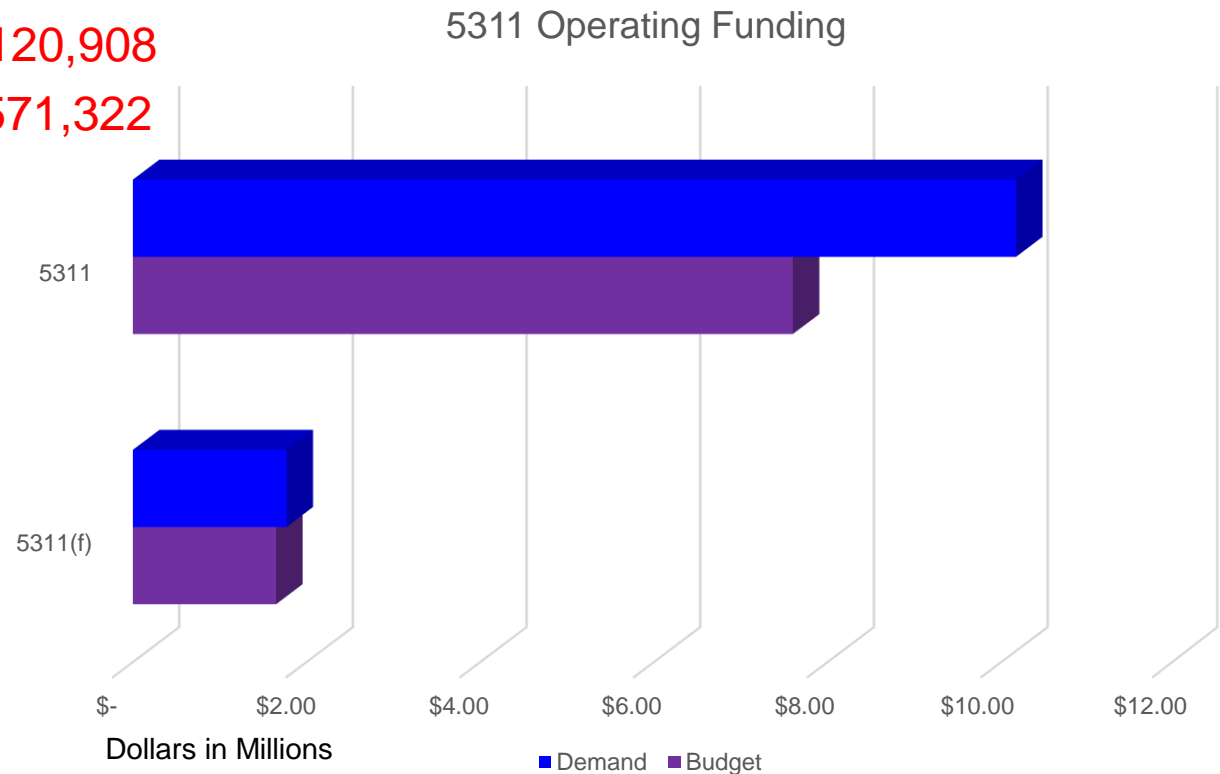
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FTA 5311

- Demand vs Available
- 5311(f) gap is **-\$120,908**
- 5311 gap is **-\$2,571,322**





FTA 5311

- Concerns
 - \$2.5 million in unfunded demand/need
 - Admin matched at 80:20 uses up ~\$410,000 in available funding
 - Programs are not funded based on alignment with State/Regional Transit plans (historical)
 - No accounting for new/expansion projects
 - Other sources of capital uncertain
 - 5339 funding reduced for 2016
 - New 5339 competitive too variable



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Questions?

- How do we distribute 5311 funds?
 - Do we eliminate admin @ 80:20?
 - Do we set aside a % for expansion or new projects? (If not used, returned to operating)
 - Do we have the appropriate amount of capital funds set aside? (Is \$1 million enough?)



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Open Forum

- News of note from your agency



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Thanks for your participation!